

AGENDA

TAMC RAIL POLICY COMMITTEE

Meeting of Monday
February 6, 2012
3:00 P.M.

Transportation Agency for Monterey County
Conference Room
55-B Plaza Circle, Salinas

Complete agenda packets are on display at the Transportation Agency for Monterey County (TAMC) office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the TAMC office to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. **Quorum Check, Call to Order and Introductions.** A quorum for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: Potter (Chair), Sollecito (Vice-Chair), Armenta, Bachofner, Calcagno, Parker, Delgado, Craig, Matarazzo, and Chavez.

If you are unable to attend, please make sure that one of your two alternates attends the meeting. Your courtesy to the other members to assure a quorum is appreciated.

2. **PUBLIC COMMENT ON TRANSPORTATION MATTERS NOT ON TODAY'S AGENDA.**

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for **item 3.1** below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 **APPROVE** minutes of January 9, 2012 Rail Policy Committee meeting.
– Cook

Pages 5 - 7

END OF CONSENT AGENDA

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4. **HOLD** elections for Chair and Vice-Chair for 2012-2014. – Watson

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The bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year.

5. **RECEIVE** update on the Commuter Rail Extension to Monterey County project.
– Watson

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Progress on the Commuter Rail Extension project since the last report to this Committee on January 9, 2012, includes submittal of the final Administrative Draft Environmental Assessment to the Federal Transit Administration, as well as meetings with responsible and stakeholder agencies.

6. **RECEIVE** update on the Monterey Branch Line project, including results of land use survey. – Hoschouer

Page 10

The Federal Transit Administration is currently reviewing the Alternatives Analysis for the Monterey Branch Line Project. Results from the land use survey, distributed to peninsula cities will be discussed.

7. **RECEIVE** report on the Commuter Rail Extension to Monterey County Project Rail Tour. – Gavin

No Enclosures

Staff coordinated a rail tour on Friday, February 3, 2012, on the Amtrak Coast Starlight, to provide an opportunity for the Rail Policy Committee and other interested persons to discuss and directly experience the proposed Commuter Rail Extension to Monterey County service. Committee members and staff who attended will report on the trip at the meeting.

8. **ANNOUNCEMENTS** and/or **COMMENTS** from Rail Policy Committee members on matters that they wish to put on future Committee agendas.

ANNOUNCEMENTS

Next Rail Policy Committee meeting:

Monday, March 5, 2012

3:00 p.m.

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

**If you have any items for the next agenda, please submit them to:
Christina Watson, Rail Program Coordinator
by Tuesday, February 21, 2012
Christina@tamcmonterey.org**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday
8:00 a.m. – 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

The next Rail Policy Committee agenda will be prepared by Agency staff and will close at noon Tuesday, February 21, 2012, nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

Online at www.tamcmonterey.org

CORRESPONDENCE

C-1

No items this agenda

REPORTS

R-1 December 2011 Capitol Corridor and California Intercity Passenger Rail Performance Results

MEDIA CLIPPINGS

- M-1** December 16, 2011 article in the *Passenger Transport*, “2011: The Year in Public Transportation: SamTrans moves forward in spite of tough times”
- M-2** December 28, 2011 article in the *Gilroy Dispatch*, “VTA approves sales tax increase for BART extension”
- M-3** December 29, 2011 letter to the editor in the *Californian*, “New Year wishes for the Salinas area”
- M-4** December 31, 2011 article in the *New York Times*, “The Recession Squeeze on Buses and Trains”
- M-5** January 3, 2012 article in the *Gilroy Dispatch*, “Agencies seek more recognition, funding for Highway 101”
- M-6** January 3, 2012 article in the *San Mateo Daily Journal*, “Riders give Caltrain a boost”
- M-7** January 10, 2012 article in the *San Mateo Daily Journal*, “Bill will kill high-speed rail”
- M-8** January 10, 2012 article in the *San Jose Mercury News*, “Federal officials recommend full funding for BART extension to San Jose”
- M-9** January 11, 2012 opinion piece in the *Californian*, “Soapbox: 2012 transportation challenges in Monterey County”

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
DRAFT Minutes of January 9, 2012
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas

	JAN 11	FEB 11	MAR 11	APR 11	MAY 11	JUN 11	AUG 11	SEP 11	OCT 11	NOV 11	JAN 12
F. Armenta, Dist. 1 (J. Martinez)	P	P	P(A)	C	P	C	E	C	P(A)	C	P
L. Calcagno, Dist. 2 (H. Gowin)	P(A)	P(A)	P(A)	A	P(A)	A	-	A	P(A)	A	P(A)
J. Parker, Dist. 4 (K. Markey)	P	P	P	N	P	N	P	N	P	N	P(A)
D. Potter, Dist. 5, Chair (K. Lee)	P	P	E	C	P	C	-	C	E	C	P
B. Delgado, Marina (F. O'Connell)	P	P	P	E	P	E	P	E	P	E	E
F. Sollecito, Monterey – Vice Chair (C. Della Sala)	P	E	P	L	E	L	P	L	P	L	P
K. Craig, Salinas (R. Russell, J. Serrano)	P	P	P(A)	L	P	L	P(A)	L	P	L	P
S. Matarazzo, Sand City (R. Simonitch)	P	P	P	E	P	E	P	E	P	E	E
F. Bachofner, Seaside (D. Ingersoll, S. Bloomer)	-	P	P	D	P	D	P	D	P	D	P
A. Chavez, Soledad (F. Ledesma)	P	P	P		P		E		-		P
AMBAG (R. Deshazo)	-	-	-		-		-		-		-
M. McCumsey, Caltrans District 5	-	-	-		-		P (TC)		P (TC)		E
C. Sedoryk, MST (H. Harvath)	P(A)	-	-		-		-		-		-
B. Sabo, Airport	-	P	P		P		P		P		P
STAFF											
D. Hale, Exec. Director	P	P	P		E		P		P		P
D. Bachman, Dep. Exec. Director	P	P	P		P		P		P		P
T. Muck, Principal Transportation Planner	-	-	-		-		-		-		P
C. Watson, Sr. Transp. Planner	E	P	P		P		E		P		P
K. Hoschouer, Assoc. Transp. Planner	P	P	P		P		P		P		P
A. Cook, Assoc. Transp. Planner	E	P	P		P		E		P		P
M. Zeller, Assoc. Transp. Planner	P	-	-		-		P		-		-
S. Gavin, Community Outreach Coordinator	-	-	-		-		-		P		P
H. Meyers, Associate Transportation Planning Engineer	-	E	-		E		-		-		P
E – Excused A – Alternate	VC – Video Conference TC – Teleconference										

1. QUORUM CHECK AND CALL TO ORDER

Chair Potter called the meeting to order at 3:03 p.m. Introductions were made and a quorum was established.

OTHERS PRESENT

Mike Gallant	Monterey-Salinas Transit	Jennifer Ryan	Cities of Gilroy and King City
Tim O'Halloran	City of Seaside	Bob Schubert	Monterey Co. Planning Dept.
Eric Peterson	Salinas Resident	Sam Teel	Mo. Co. Hospitality Assn.
Bob Scales	Parsons		

2. PUBLIC COMMENTS

No public comments were provided.

3. CONSENT AGENDA

M/S/C Sollecito/ Armenta/ unanimous

3.1 Approved minutes of the October 3, 2011 Rail Policy Committee meeting.

3.2 Received information about the National Transit Institute courses scheduled for Monterey County.

END OF CONSENT AGENDA

4. COMMUTER RAIL EXTENSION TO MONTEREY COUNTY PROJECT UPDATE

Christina Watson, Senior Transportation Planner, provided an update on the Commuter Rail Extension project. Significant progress made since the last committee report in October, 2011 includes concurrence from the State Historic Preservation Office (SHPO) on the Agency's technical evaluation of potential impacts to archaeological, historic, architectural, or paleontological resources, as well as feedback from the Federal Transit Administration (FTA) on the fourth Administrative Draft Environmental Assessment prepared for the project. Staff anticipates releasing a draft Environmental Assessment incorporating all FTA comments for public review early this year.

Agency staff also continued meetings with responsible and stakeholder agencies, including the Capitol Corridor Joint Powers Board, Caltrain, the Valley Transportation Authority, Caltrans and the County of Monterey, regarding operations and station planning for the Commuter Rail Extension.

Staff additionally attended meetings related to the High-Speed Rail project, including a Gilroy Visioning workshop and High-Speed Rail Authority public outreach meeting to reiterate the Agency's support for a downtown Gilroy High Speed Rail station and connectivity with planned service to Monterey County.

5. **MONTEREY BRANCH LINE UPDATE**

Kristen Hoschouer, Associate Transportation Planner, provided an update on the Monterey Branch Line project, including land use discussions and Alternatives Analysis. Ms. Hoschouer reported that the Federal Transit Administration is currently reviewing the Alternative Analysis for the project. Discussions continue with peninsula cities about land use policies and practices around stations to maximize the Agency's economic development ranking in a federal Small Starts grant application.

6. **COMMUTER RAIL EXTENSION TO MONTEREY COUNTY PROJECT RAIL TOUR**

Sharon Gavin, Community Outreach Coordinator, provided an update on the Commuter Rail Extension to Monterey County Project Rail Tour. Ms. Gavin reported that staff is coordinating a rail tour on the Amtrak Coast Starlight for Friday, February 3, 2012, to provide an opportunity for the interested persons to discuss and directly experience the proposed Commuter Rail Extension to Monterey County service. A sign-up sheet for the tour was circulated.

7. **CALIFORNIA RAIL SYSTEM**

Christina Watson, Senior Transportation Planner, provided an overview of existing and proposed passenger rail services in California. Ms. Watson reported there are multiple passenger rail services now available in the state of California. In addition, several entities are planning extensions of service or new rail service for the State, including the proposed Coast Daylight service between San Francisco and Los Angeles via the Union Pacific coast rail route, the proposed California High Speed Rail project connecting Los Angeles and San Francisco through the Central Valley, and the two rail projects being planned by the Agency.

8. **LEGISLATIVE PROGRAM**

M/S/C Sollecito/ Armenta/ unanimous

The Committee reviewed and commented on the draft 2012 Legislative Program.

Christina Watson, Senior Transportation Planner, reported that the purpose of the legislative program is to set general principles that guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Agency's position on issues of key importance to the Agency. Ms. Watson summarized positions in the draft legislative program related to rail transportation.

Chair Potter requested that staff identify dates for the Agency's Washington D.C. legislative trip, as well as the next Intercity Rail Chairs' legislative meeting in Sacramento.

9. **ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

None

10. **ADJOURNMENT**

Chair Potter adjourned the meeting at 3:37 p.m.



Memorandum

To: Rail Policy Committee
From: Christina Watson, Senior Transportation Planner
Meeting Date: February 6, 2012
Subject: **Committee Chair and Vice-Chair Election**

RECOMMENDED ACTION

HOLD elections for Chair and Vice-Chair for 2012-2014.

SUMMARY

The bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year.

FINANCIAL IMPACT

None.

DISCUSSION

From the Transportation Agency for Monterey County By-Laws, section 12.5:

“A Rail Policy Committee composed of TAMC Board members or their alternates from the following jurisdictions on the rail lines: Cities of Salinas, Marina, Sand City, Seaside, and Monterey, Supervisorial District 1, Supervisorial District 2, Supervisorial District 4, Supervisorial District 5 and South Monterey County, either the 3rd District County Supervisor or a voting TAMC Board member from one of the South Monterey County Cities. The TAMC Chair may appoint annually ex-officio members as needed. **The Committee shall select a Chair and Vice Chair from its membership for a two-year term at the end of the February meeting of every even year, beginning in 2008.** The Chair may rotate between the County Supervisors and the Cities, and/or between Salinas Valley and the Monterey Peninsula or the existing Chair may be reappointed to a new term. **To be eligible to serve as the Chair or Vice Chair, the person must be a voting AGENCY Board Member and have served on the Rail Policy Committee for at least one year.** The Rail Policy Committee advises the Transportation Agency Board on matters related to the establishment of passenger rail service in Monterey County.”

Approved by: _____ Date signed: _____
 Debra L. Hale, Executive Director Regular agenda
 Reviewed by Counsel: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Senior Transportation Planner
Meeting Date: February 6, 2012
Subject: **Commuter Rail Extension to Monterey County Project Update**

RECOMMENDED ACTION

RECEIVE update on the Commuter Rail Extension to Monterey County project.

SUMMARY

Progress on the Commuter Rail Extension project since the last report to this Committee on January 9, 2012, includes submittal of the final Administrative Draft Environmental Assessment to the Federal Transit Administration, as well as meetings with responsible and stakeholder agencies.

FINANCIAL IMPACT

The capital cost of the project is estimated at \$135.7 million in year-of-expenditure dollars.

DISCUSSION

Staff will give a verbal update on progress on the project since the January Rail Policy Committee meeting.

Approved by: _____ Date signed: _____
Debra L. Hale, Executive Director Regular Agenda
Reviewed by Counsel: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee

From: Kristen Hoschouer, Associate Transportation Planner

Meeting Date: February 6, 2012

Subject: **Monterey Branch Line Update**

RECOMMENDED ACTION

RECEIVE update on the Monterey Branch Line project, including results of land use survey.

SUMMARY

The Federal Transit Administration is currently reviewing the Alternatives Analysis for the Monterey Branch Line Project. Results from the land use survey, distributed to peninsula cities will be discussed.

FINANCIAL IMPACT

The capital cost estimate for light rail is \$164.4 million. The annual operations and maintenance estimates for light rail is \$3.7 million.

DISCUSSION

In preparation for submitting an application for federal transit funds for the Monterey Branch Line light rail project staff is working with the peninsula cities on ways that cities and communities can develop policies and practices to encourage transit-oriented development and walkability around stations.

In January, surveys were distributed to peninsula cities to reveal what transit-oriented policies are already in place in each city. The results of this survey will assist in determining gaps and next steps. Transit oriented policies will increase the economic development ranking on the federal small starts application and may also provide alternative funding for station development.

Once the Alternatives Analysis is approved by the Federal Transit Administration the next steps will be to complete of the Environmental Documents.

Approved by: _____ Date: _____
 Debra L. Hale, Executive Director
 Regular Agenda Reviewed by Counsel__N\A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Sharon Gavin, Community Outreach Coordinator
Meeting Date: February 6, 2012
Subject: Commuter Rail Extension to Monterey County Project Rail Tour

RECOMMENDED ACTION

RECEIVE report on the Commuter Rail Extension to Monterey County Project Rail Tour.

SUMMARY

Committee members and staff who attended the rail tour aboard Amtrak's Coast Starlight on February 3, 2012, will report on the trip.

FINANCIAL IMPACT

None.

DISCUSSION

Staff coordinated a rail tour on Friday, February 3, 2012, on the Amtrak Coast Starlight, to provide an opportunity for the Rail Policy Committee and other interested persons to discuss and directly experience the proposed Commuter Rail Extension to Monterey County service.

Approved by: _____
Debra L. Hale, Executive Director
Regular Agenda

Date: _____
Reviewed by Counsel__N\A



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Ridership Surveys

Washington State Ferry Ridership Feedback Panel
Free Case Study

2011: THE YEAR IN PUBLIC TRANSPORTATION

SamTrans Moves Forward in Spite of Tough Times

BY MICHAEL J. SCANLON, *General Manager/Chief Executive Officer, San Mateo County Transit District, and Executive Director, Peninsula Corridor Joint Powers Board, San Carlos, CA, and APTA Immediate Past Chair*

In a year when bad news seems to be unrelenting, the San Mateo County Transit District has been able to advance several



important projects that will benefit its riders for years to come.

The transit district operates SamTrans bus and paratransit service and serves as the managing partner for Caltrain, the Peninsula's commuter rail system. It also manages the San Mateo County Transportation Authority, which administers revenue from a half-cent sales tax for transit and transportation programs and funds shuttles that provide a vital link between major employment centers and Caltrain and San Francisco Bay Area Rapid Transit District stations.

New Operating Contractor

In August, the Caltrain Board of Directors unanimously approved TransitAmerica Services Inc. to operate the commuter rail system. The approval followed an extensive competitive bidding process that took more than 15 months and included a team of more than 35 subject area experts who conducted detailed proposal evaluations.

The major components of Caltrain's new five-year contract, with five one-year options, include the daily staffing and operations of trains; track inspection and maintenance; the passenger rail vehicle fleet; rights of way; structures; the signaling and communication network; stations; and other facilities.

As part of the contract, Caltrain has secured a new innovative clause that will require TransitAmerica to achieve certain performance standards around management, safety, on-time performance, and other critical tasks that are imperative to the operation of the railroad prior to receiving its full management fee.

Amtrak had been the operating contractor for Caltrain since 1992

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and submitted a bid for the contract in partnership with Bombardier. Caltrain is now working with TransitAmerica to ensure a smooth transition for the new operator, which is expected to be completed early next year.

CBOSS PTC

In October, Caltrain awarded a contract for a new, modernized signaling system known as the Communication Based Overlay Signal System (CBOSS). The \$230 million project, scheduled to enter operation in 2015, will allow more efficient coordination of train movements and schedules; it will improve the safety and reliability of all passenger rail operations that use the corridor—Caltrain, Altamont Commuter Express, Amtrak, and Capitol Corridor.

CBOSS incorporates Positive Train Control (PTC), required by federal law to be installed by 2015 on all corridors where passenger and freight rail operations share tracks. PTC protects passengers and railroad workers by maintaining safe separations between trains, preventing train speeding and train collisions.

SamTrans Service Plan

SamTrans currently operates 48 routes that serve nearly 50,000 riders on an average weekday. The public transit system is taking a close look at how to best meet the community's changing needs while making the most of its resources; it last took an in-depth look at its service about 10 years ago.

The SamTrans Service Plan will analyze existing fixed route bus service and identify areas for improvement and new markets for future growth.

At a recent series of community workshops, people were asked to consider three possible scenarios and weigh the tradeoff between increasing service on some routes and reducing service on others. These comments are being incorporated into a draft service plan to be presented in the spring.

Elimination of Paper Fare Media

At the end of the year, most SamTrans paper monthly passes will be a thing of the past. Earlier this year, the public transit agency began the transition to the Clipper, an all-in-one reloadable transit farecard.

To get the word out that the monthly pass program ends Dec. 31 for the majority of customers, SamTrans is running a "Goodbye Paper Pass. Hello Clipper" advertising campaign on the sides of buses, in bus shelters, and in newspapers—not to mention getting the word directly into the hands of the customers by printing the message on the December Monthly Pass.

Regionally, Clipper fares account for more than 600,000 weekday transit boardings, which in turn accounts for more than a third of all daily transit trips in the San Francisco Bay area.

All these projects are the result of years of thoughtful planning and diligent work.

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Christina Watson

From: Cheryl Grady <CherylG@capitolcorridor.org> on behalf of David Kutrosky <DavidK@capitolcorridor.org>
Sent: Friday, January 13, 2012 2:45 PM
To: Steve Cohn; Jim Spering; Jim Holmes; Keith Nesbitt; Rose Herrera; Jack Batchelor, Jr.; Gail Murray; Joel Keller; Bob Franklin; Lynette Sweet; James Fang; Sue Greenwald; oscarv@cityofwestsacramento.org; Harry Price; Xavier Campos; Phil Serna; Angeliqye Ashby; John Allard; Dan Wolk; jmcpartland@bart.gov
Cc: Celia McAdam; David Melko; Mark Lonergan; Jim Lawson; Scott Haywood; Terry Bassett; Robert McCaulay; Ecoviello@sacog.org; Samsom Okhade; Doug Johnson; Daryl Halls; Janice Phillips; Kenneth A Duron; Jim Allison; Linsey Ettlin; Priscilla T Kalugdan; Byron K Toma; Matthew Burrows; Patricia Williams; Kathy Souza; Johanna Masiclat; Kathy Tsukamoto; Catherine Cook; Claudia Archer; Suellen Johnston; Maria Deanda; Sue Sholtis; Cindy Brooks; Anne Romo; Marcia E deVaughn; Scott Schroeder; Grace Crunican; Kkoelling@sta-snci.com; Deborah Butler
Subject: CCJPA December 2011 Service Performance Report
Attachments: Dec 2011 final.docx

The Capitol Corridor is pleased to report a strong first quarter FY12 results. Our December 2011 performance report shows 137,377 riders rode the Capitol Corridor—a seven percent increase in ridership compared to December 2010. Revenue went up five percent and on-time performance (OTP) came in at 95 percent, keeping our reliable service on the national top spot to date this fiscal year. For the most part, what train delays we did experience last month were beyond the control of UPRR and Amtrak, our operating partners. Instead, many December delays were caused by third-party incidents, such as track obstructions or bridge delays. In fact, our reliability and Amtrak's commitment to solid customer service has helped the Capitol Corridor keep its high customer satisfaction scores.

The record December ridership can be attributed to the Capitol Corridor's consistent OTP, the 10 percent fare discount we offered to help celebrate Capitol Corridor's 20th Anniversary and an improving economy. It's too early to tell if this December spike is related to the free Wi-Fi service introduced at the end of November; however, it is good to note that the seven percent increase exceeded the two to three percent ridership increase we predicted we'd see as a result of free Wi-Fi on our trains. Through FY12 we plan on monitoring customer satisfaction and ridership data to determine what impact Wi-Fi has on both.

I am thrilled to report that on December 14 the California Transportation Commission allocated \$42 million in Proposition 1B Intercity Rail Improvement (IRI) program bond funds for the "Procure New Rail Cars" project. The project has been granted a total of \$168 million in federal resources, with a \$100 million grant from the High-Speed Intercity and Passenger Rail (HSIPR) (from the federal Appropriation Act of 2010); and \$68 million from the redistribution of funds previously granted to other states under the American Recovery and Reinvestment Act (Recovery Act) of 2009. The State needed to take action and obligate the \$42 million as the required match under federal grant agreements.

The California Department of Transportation (Caltrans) serves as lead for

the new rail car project and is scheduled to issue a Request for Proposal (RFP) for a fleet of new, 42 state-of-the art, bi-level intercity passenger railcars and six fuel efficient locomotives for intercity corridor service this month, with 10 new rail cars and two new locomotives assigned to the Capitol Corridor.

Agreements between the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the City of Sacramento are in place to install power cabinets at the rebuilt Sacramento platform, which is scheduled to open in this spring. The CCJPA, SMAQMD and the City worked together to garner State Carl Moyer Funds to purchase these power cabinets. When they are in place and in operation, Amtrak will be able to use the units to power trains during layovers, thus preventing Diesel and greenhouse gas emissions from entering the atmosphere.

In regards to the Yolo Crossover Project, in December CCJPA staff continued finalizing construction agreements with UPRR, thus work on the crossover should start in early this year and be complete by Fall 2012.

To supplement this report, attached is a pdf file highlighting some of the key activities that have occurred since the previous monthly performance report.

Capitol Corridor December 2011:

- Ridership: 137,377 riders; +7% vs. Dec. 2010; +7% vs. prior YTD
- Revenue: \$2,201,388 +5% vs. Dec. 2010; 11% vs. prior YTD
- On-Time Performance: 95%, YTD OTP of 94% keeps the service #1 in the Amtrak system.
- System Operating Ratio: 49% YTD, which was the same in FY11;

Pacific Surfliners (Dec. 2011):

- Ridership: 190,373 passengers; -4% vs. Dec. 2010, and -6% below prior YTD
- Ticket Revenue: +11% vs. Dec. 2010, and +8% vs. prior YTD
- On-time performance for Dec. 2011: 79% (YTD FY 2011 on-time performance: 77%)

San Joaquin (Dec. 2011):

- Ridership: 91,233 passengers +4% vs. Dec. 2010, and +9% vs. prior YTD
 - Ticket Revenue only: +9% vs. Dec, 2010, and +12% vs. prior YTD
 - On-time performance for Dec. 2011: 91% (YTD FY 2011 on-time performance: 88%)
-

(See attached file: Dec 2011 final.docx)

DAVID B. KUTROSKY
Managing Director
Capitol Corridor Joint Powers Authority
Phone: 510-464-6993 Fax: 510-464-6901
e-mail: davidk@capitolcorridor.org
300 Lakeside Drive, 14th Floor East , Oakland, CA 94612



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CAPITOL CORRIDOR MONTHLY PERFORMANCE REPORT DECEMBER 2011

Capitol Corridor Joint Powers Authority

Service Performance Results – December 2011

Standard	Dec. 2011	vs. Dec. 2010	YTD	vs. Prior YTD	vs. FY12 Plan
Ridership	137,377	6.6%	441,790	6.9%	2.0%
Revenue	\$2,333,471	5.3%	\$ 7,438,578	10.5%	2.1%
Operating Ratio	45%	45%	49%	49%	50%
OTP	95%	97%	94%	95%	90%

Notes: Ridership and revenue records were set for the month of December and high customer satisfaction for November, representing a strong performance for the 1st quarter of FY2012; awaiting invoices for diesel fuel to compare against budget.

Transportation

- Caltrain Santa Clara Station: A coordinated train schedule completed by Caltrain, ACE, and CCJPA staff; opening date for station pushed out to late February 2012.
- On-time performance (OTP) was 95% for the month; majority of delays continue to be 3rd party incidents (such as trespasser incidents, police activity); Capitol Corridor remains #1 in Amtrak system for YTD OTP.
- A new Bike Policy goes into effect Feb 1 that requires securing bikes and keeping aisles clear of bicycles. The change is to ensure the safety of all passengers on board and meet FRA regulations.

Mechanical

- Equipment Performance: Slight increase in delays from door and locomotive issues; yet, overall mechanical performance continues to improve due to focused management oversight.
- Equipment Overhaul: Door operating systems upgrades are nearing completion; improved emissions on State-owned F-59 locomotives are proceeding (~75% complete).

Engineering

- Yolo Crossover Project: Staff is finalizing construction agreements with UPRR; work should start in early 2012 and be complete by Fall 2012.
- Sacramento Railyards Project: CCJPA completed funding agreement to add 4 more power cabinets at new center-island platforms so that locomotives [reduced emissions, less fuel burned]; planning underway to add passenger amenities and other facility needs near tunnel ramp to new platforms (opening slated for May 2012).

Safety/Security

- Security Cameras at Unstaffed Stations: Installation complete; continued acceptance testing.
- Fence Projects: Project complete in Hayward; next project is fence repairs in Solano County.

Planning/Projects

- High Speed Intercity Passenger Rail (HSIPR) Capital Grants: With FRA funds obligated, staff is working with Caltrans Rail to get RFP bid package for new rail cars prepared for early 2012.
- Wireless Network: Continue to monitor and seek passenger input on free WiFi internet service (launched November 28, 2011) and is proving to be a very popular amenity.

Marketing/Communications

- Promotions: Stitch'n Ride, Oakland Athletics, Sacramento River Cats, National Train Day.
- Public Relations: CCJPA celebrated its 20th Anniversary. Passengers were offered a 10% discount on all ticket types (including multi-ride and monthly tickets)
- Finalizing Annual Performance report and Business Plan.

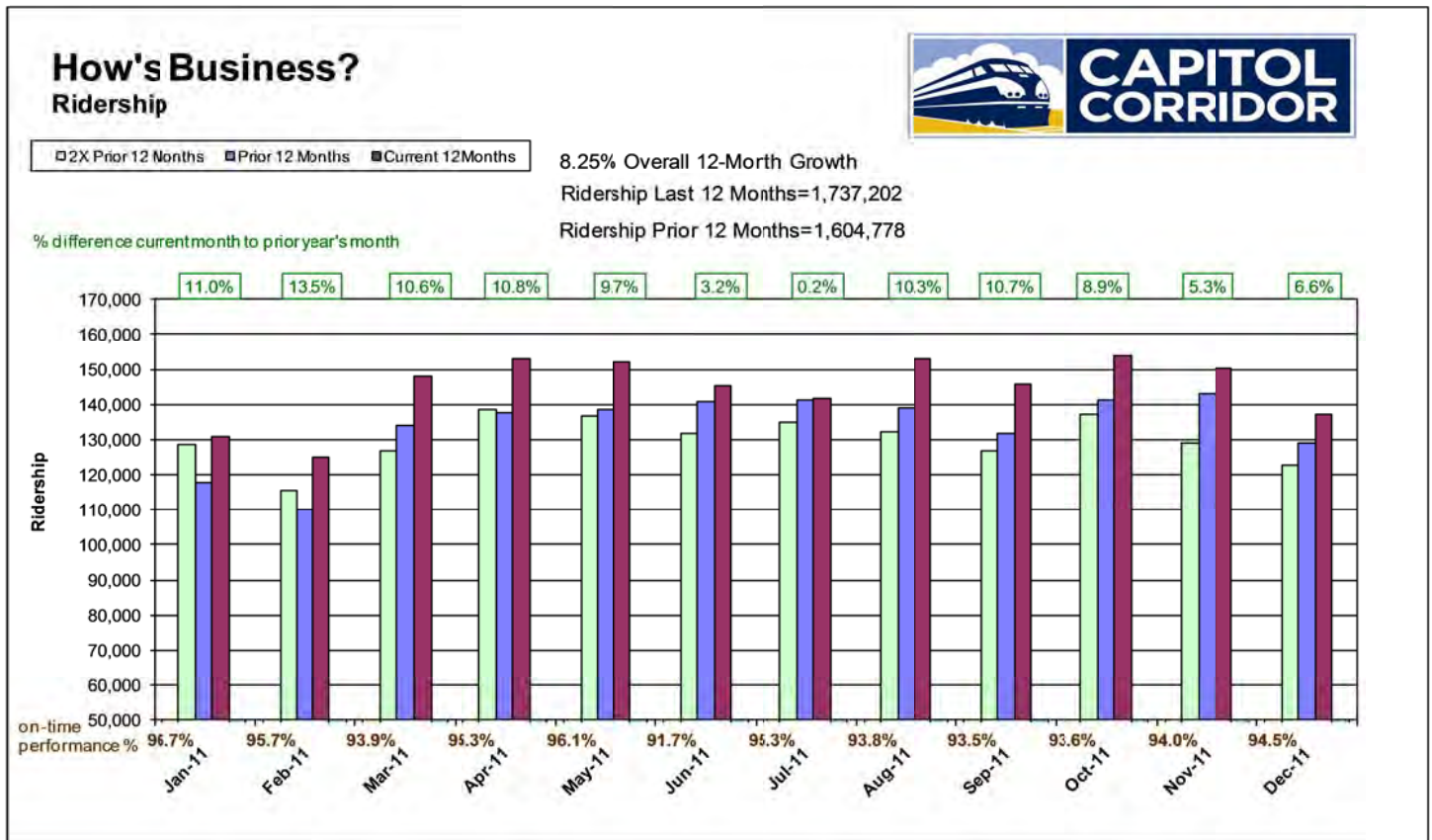
Administrative/Budget/Other

- FY2012 federal budget reduced operating funds for Amtrak, which has caused reductions in Amtrak management staffing, but is expected to have limited or no impact to Capitol Corridor.



Month	State Performance Standards (a)				Other Performance Measures		
	Ridership		On-time Performance	System Operating Ratio (b)	Revenues		Customer Satisfaction
	Actual	Business Plan	Actual	Actual	Actual	Business Plan	Actual
October-11	153,902	145,233	93.6%	54.7%	\$2,436,598	\$2,253,278	88
November-11	150,511	151,427	94.0%	49.1%	\$2,668,509	\$2,601,417	92
December-11	137,377	136,561	94.5%	44.9%	\$2,333,471	\$2,431,505	
January-12		138,630				\$2,270,089	
February-12		137,829				\$2,261,764	
March-12		156,988				\$2,426,405	
April-12		161,959				\$2,590,947	
May-12		161,281				\$2,642,955	
June-12		154,434				\$2,533,385	
July-12		158,369				\$2,661,407	
August-12		154,906				\$2,596,964	
September-12		148,812				\$2,461,327	
Total YTD	441,790	433,221	94.0%	49%	\$7,438,578	\$7,286,200	90
Previous YTD	413,206	--	95.4%	49%	\$6,734,562	--	90
YTD Change	6.9%	2.0%	-1.4%	0.7%	10.5%	2.1%	0.0%
Annual Standard/Measure		1,806,428	90%	50%		\$29,731,443	91

- a) Standard developed by CCJPA in annual business plan update and approved by Business Transportation and Housing Agency
- b) This standard measures total revenues (farebox and other operating credits) divided by total operating expenses adjusted against the fixed price operating contract.



VTA approves sales tax increase for BART extension

Staff | Posted: Wednesday, December 28, 2011 10:39 am

More than three years have passed since Santa Clara County voters approved the Valley Transportation Authority's Measure B in November 2008 for a 1/8-cent sales tax increase for a Bay Area Rapid Transit (BART) extension.

And now, a retail transaction and use tax will officially go into effect beginning in July 2012 after it was approved by the Santa Clara County VTA Board of Directors Dec. 8.

The ordinance was dependent on whether VTA secured sufficient state and federal funds for the construction of the 16-mile BART extension that will add stations in Milpitas, San Jose and Santa Clara.

"It's set up that the federal government, they weren't going to give the money to build that line (extension) until there's a guaranteed way to operate that line," said VTA Board Member Perry Woodward, who represents Gilroy, Morgan Hill and Milpitas.

The guaranteed operation funds of the extension will come from the sales tax, which is approved till June 30, 2042. Measure A, a half-cent tax approved in 2000 and implemented in 2006, was the first 30-year tax increase that affected the BART related project, said VTA spokesperson Brandi Childress.

According to the action item by the VTA Board of Directors, the agency has received \$529.5 million of allocations from the California Transportation Commission, in excess of the \$240 million of state funding required by the ballot measure. VTA is under negotiations for the \$900 million full funding grant agreement for federal funds, scheduled to begin in Feb. 2012.

If approved in February, ground breaking for construction can begin as soon as April or May, said Childress. Completion for the 10-mile first phase of the project, which will add two stations in Milpitas and in the San Jose neighborhood of Berryessa, should be in late 2016 or early 2017. The total project is estimated to cost \$2.2 billion.

Boxing Center (Dan Lujan) Parks and Recreation

Transitions (Jacqueline Simon)

Faith Community Churches:

New Harvest Christian Fellowship

St. Georges Episcopal Church

Comunidad Cristiana

Victory Outreach

Clergy Council

The Californian, El Sol KION, KSMS,

KSBW

Home Depot Food Maxx N.Main

Plaza Bakery, Starbucks Wal-Mart,

Target, Carpenters, Bear Bikes.

Bobcat bikes, etc. Monterey Co. Food

Bank

Local Hair Salons

California Youth Outreach

Sunrise House

Jim Rear

DEBORAH AGUILAR

Salinas

New Year wishes for the Salinas area

As Salinas, the Salinas Valley and our great Monterey County approach a new year, here is a wish list for me for a new 2012 and the next few years:

» That Salinas, our county seat, sees an unprecedented drop in crime. Seems since Salinas took the county seat away from Monterey in 1872, many of the Peninsula's residents love to take a jab at us.

» That we'll finally have a commuter train service to San Francisco and San Jose. It will spur economic development and take more cars off the road. A no-brainer. I'll be the first to ride it for leisure and greet our visitors from the Bay Area. TAMC, don't give up!

» Mr. Kehoe will finally do something with the Greyhound site. A 14-story

mixed-use tower would put Salinas on the map.

» Ground will finally be broken on the 100 block in Oldtown. The Taylor Foods headquarters is OK, but it looks like the top of the building is missing something, perhaps a statue of the goddess of agriculture, reminiscent of the Chicago Board of Trade Building. Happy New Year Monterey County!

JOE SUAREZ

Salinas

Bullying at Washington District 'disturbing'

Off 68's recent article on bullying in the Washington Union School District was disturbing to me. More troubling was the administration's and school board's timid response. That Mrs. Parker and Mrs. Reyna were painfully dissatisfied with the lack of support for their bullied students is outrageous. Years ago when my daughter was bullied at San Benancio School, I was livid. I steamed into the superintendent's office demanding satisfaction, and I got it. Mr. Herman Rigmaiden listened to me, raised his hand, and said, "Martin, I will take care of it!" I can still hear his words. I have no idea what happened, but that student never looked at my daughter again.

Evidently, changes need to be made at the administrative or board level, and I don't mean tightening up procedures. Don't give up, Mrs. Parker and Mrs. Reyna! Run for the school board and make some changes. You will be surprised at how many votes you will receive.

MARTIN VONNEGUT

Corral de Tierra

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December 31, 2011

The Recession Squeeze On Buses and Trains

By ELEANOR RANDOLPH

For the average American driver, the time wasted in traffic jams has more than doubled in 30 years. The best way of easing that gridlock — not to mention saving gas, curbing pollution and finally finishing that novel — is public transit.

Yet, as more Americans are sensibly leaving their cars at home and opting for the bus or train, mass transit is in deep financial trouble. “We are going over the cliff,” Elliot Sander, chairman of the Regional Plan Association, said recently. “We will be back where we were in the 1970s and 1980s, where the older systems across the country are literally falling apart.”

That alarm is not an idle one. But it comes with one piece of good news: the number of trips taken annually on public transit is now more than 10 billion and rising, compared with 7.8 billion trips in 1995, outstripping population growth and the number of miles traveled on streets and highways.

Ridership, which dipped during the recession in 2009, is rising again as more baby boomer retirees take buses and high gas prices push more people to try the thriftier option. Even some cities in areas dominated by cars — like [Dallas](#) and [Salt Lake City](#) — have expanded their public transit systems.

The problem is, financing for mass transit has not kept pace as cash-strapped state and local governments limit their support. The federal government, which provides only about 17 percent of financing for transit systems, should be doing a lot more, particularly since nearly 60 percent of rides are related to work, with commuters from every income level.

Of the 18.4 cents per gallon federal gas tax, only 2.86 cents goes to public transit and almost all of the rest is reserved for highways. Although Congress has increased transit support in recent years, it is still too stingy to maintain stable services in many areas. The Federal Transit Administration has estimated that to bring all of the nation’s networks up to good repair — not expanding them, but mostly fixing what’s already there — would take more than \$78 billion.

Meanwhile, systems are relying more on fares or state and local money. Many have had to cut back services, increase fares, raise local taxes, lay off workers, borrow to meet operating costs and put off replacing old vehicles. The chart below shows how 16 large transit agencies coped with dwindling

resources.

In Chicago, the Transit Authority has seen a huge drop in local funding, largely derived from sales taxes that plunged with the recession. Transit officials borrowed more than \$550 million in a four-year period starting in 2008 to pay day-to-day expenses — a desperate and costly move. And even with fare increases, in 2010 bus service was cut 18 percent and rail service 9 percent.

In Atlanta, Beverly Scott, general manager of the [Metropolitan Atlanta Rapid Transit Authority](#), said that her agency faced “massive, draconian, horrifying” budget gaps in 2009. It consolidated bus routes and cut train service. That means more crowding and longer waits, even with higher fares. In Boston ridership is up, but so is debt; last year, virtually every dollar paid by riders went to debt service. The [Metropolitan Transportation Authority](#) in New York, by far the nation’s biggest, managed to balance its budget, but has also cut services and raised fares for three years.

The budget pain comes at a time when more people are finally realizing that public transit is a better deal than driving. The question is how we turn that into a broader cultural shift.

The president of the American Public Transportation Association, Michael Melaniphy, predicts that more commuters will reach a choking point and say: “I can’t sit in this car any longer and waste any more time.” On a bus, you can text friends legally. On a train, you can keep your eyes on a Kindle. As riders leave their cars, Congress should reward all of us by financing first-rate public transportation that saves gas, tempers, time and the environment.

Agencies seek more recognition, funding for Highway 101

Adam Breen | Posted: Monday, January 3, 2011 12:00 am

Recognizing the importance of the U.S. 101 corridor in the 269 miles between the San Benito/Santa Clara County line south to the Santa Barbara/Ventura county line, governmental agencies along the Central Coast corridor plan to form a partnership to ensure the vitality of the route.

The goal is to raise the awareness of the corridor by promoting its statewide and national significance, while also seeking additional state and federal funding for its improvement.

"We're trying to raise the level of importance of the 101 corridor to the state and the nation," said Lisa Rheinheimer, executive director of the San Benito County Council of Governments, which is planning to enter into a memorandum of understanding with its sister agencies in Santa Barbara and San Luis Obispo counties, the Association of Monterey Bay Area Governments and the Transportation Agency for Monterey County.

The agreement, which will be formally presented to COG at its Jan. 20 meeting, calls the highway a "critical goods movement corridor" and notes how it is the primary north-south transportation route when Interstate 5 is periodically closed due to storms or accidents. It also notes that 101 is an emergency escape route during natural disasters such as earthquakes, wildfires, tsunamis or during critical incidents at the Diablo Nuclear Power Plant.

The memorandum of understanding is designed "partly to attract additional funding," Rheinheimer said, but also "for federal legislators to understand the importance of 101 in terms of industry, agriculture, tourism and national security. We want to send a unifying voice to those who make decisions about funding."

Even if San Benito County does not receive immediate funding for the stretch of 101 that runs along the county's western edge, improvements elsewhere along the highway "still helps us because there is a lot of interregional travel that goes on along 101," she said.

Specific improvements along the corridor have not been identified by the nascent coalition of agencies, according to Rheinheimer, "because we're looking at it more from a 30,000-foot level than ground level so far."

The governmental groups have said that needed improvements range from widening and interchange improvements to "enhanced alternative travel mode opportunities along and across the highway," according to a COG staff report.

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Riders give Caltrain a boost

January 03, 2012, 03:06 AM By Bill Silverfarb Daily Journal staff

Caltrain ridership has trended upward for 16 straight months, bringing in more revenue at the farebox than the Peninsula Corridor Joint Powers Board anticipated.

The board is expected to amend its operating budget this week to account for an extra \$3.4 million in revenue from the farebox and another \$260,000 in extra income from parking fees and operating grants.

The fiscal year 2012 Caltrain budget is currently \$103.8 million but that will likely be amended to \$106.4 million by a vote of the board Thursday.

In November 2011, average weekday ridership climbed 8.3 percent over the same month in 2010, according to a staff report. It is the 16th straight month ridership has gone up.

Revenue climbed significantly in the same month to \$4.6 million compared to \$3.7 million in November 2010, a 23.7 percent climb, according to a staff report.

Year-to-date numbers shows ridership has climbed 8.8 percent over FY 2011 from 5.4 million riders to nearly 5.9 million riders.

Year-to-date revenue has climbed 23.9 percent over FY 2011 from just below \$20 million to \$24.7 million for this fiscal year. The fiscal year for Caltrain begins July 1.

The average weekday ridership in November was 42,265 compared to 39,036 in the same month the prior year.

The total number of passengers in November 2011 was 1.1 million compared to just more than 1 million in November 2010, an increase of 9.8 percent.

More passengers are riding the trains despite the fact Caltrain has raised fares 57 percent since 2005.

“Even though we’ve raised fares twice during that time period ridership keeps going up,” said Caltrain spokesman Mark Simon.

The reasons for the climb are speculative, Simon said, but could be an indicator the area's job market is improving.

“People don’t take trains to work when they don’t have a job,” Simon said.

Caltrain called fiscal emergencies the past two years as it grappled with a nearly \$30 million structural deficit and was able to close its deficit by the use of one-time funds meant for capital expenditures.

Caltrain hopes to one day electrify its line and eliminate the diesel locomotives it currently operates.

Mechanical delays in November 2011 reached 779 minutes, according to a staff report. On-time performance for the month is at 93.7 percent, down slightly over the same period in 2010. The standard is 95 percent.

Average weekday shuttle ridership was also up in November by 29 percent over the prior year, primarily due to Stanford’s Marguerite shuttle, which constitutes almost 50 percent of Caltrain’s total shuttle ridership, according to a staff report.

During the 16 months of continued increased ridership, Caltrain set an all-time ridership record in August 2011, when it had more than 1.25 million riders. The old record was set in July 2008.



Daily Journal file photo

During the 16 months of continued increased ridership, Caltrain set an all-time ridership record in August 2011, when it had more than 1.25 million riders. The old record was set in July 2008.

Simon noted weekend ridership has also climbed with limited baby bullet service.

To close next year's deficit, the three agencies that support the rail line, SamTrans, San Francisco Municipal Transportation Agency and the Santa Clara Valley Transportation Authority have agreed to contribute \$33.5 million to the fiscal year 2012-13 operations budget, up from the \$25.4 million the three agencies contributed this year.

The Peninsula Corridor Joint Powers Board meets 10 a.m., Thursday, Jan. 5, 1250 San Carlos Ave., San Carlos.

Bill Silverfarb can be reached by email: silverfarb@smdailyjournal.com or by phone: (650) 344-5200 ext. 106.

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The Home Page for San Mateo County

Bill will kill high-speed rail

January 10, 2012, 05:00 AM By Bill Silverfarb Daily Journal staff

A Southern California legislator has introduced a bill that will effectively kill high-speed rail in the state that has garnered the early support of some local officials here on the Peninsula. Assemblywoman Diane Harkey, R-Dana Point, introduced Assembly Bill 1455 Friday. The bill halts state debt funding for the high-speed rail project outright.

"It's about time," Burlingame Mayor Jerry Deal said yesterday. "It's not just bad for Burlingame, it is bad for the whole state."

Gov. Jerry Brown has pledged support for the high-speed rail project but Harkey thinks the state would be better served if the governor diverts \$3.9 billion in federal stimulus money toward transportation projects that are truly shovel ready, rather than starting the high-speed rail project in the Central Valley, where there are no riders to support the system.

The Legislature can repeal the portion of bond debt that is not outstanding or contracted under Article XVI of the state Constitution, Harkey said.

While local officials such as Deal and Belmont Mayor Dave Warden think Harkey is headed in the right direction, she might have a harder time convincing her colleagues in Sacramento that it is time to kill the project considering all the federal money expected to support it and the jobs it will create.

Assemblyman Jerry Hill, D-San Mateo, for instance, does not intend to support Harkey's bill although he has been critical of the California High-Speed Rail Authority for its past failings related to ridership and cost estimates.

"It forces us to say no. I don't see a need for it," Hill said about AB 1455.

The Legislature can vote for or against Brown's proposal to issue \$2.6 billion in state bonds later this year to get the project under way in the Central Valley, Hill said.

"We need that flexibility," Hill said. "The time may come in a year or so when conditions improve and the project is easier to support. Harkey's bill prevents that."

State voters approved the project by passing Proposition 1A in 2008, which commits about \$9.5 billion in bond proceeds to build a high-speed rail system from San Francisco to Los Angeles. But Harkey told the Daily Journal yesterday that voters were given "too little" information about the project when approving the bond measure.

"In this case, the voters were clearly deceived," Harkey said.

The cost estimate alone has ballooned from about \$36 billion in 2008 when the bond was passed to \$98 billion in the most recent draft business plan released by the rail authority.

"Do we really need all this debt now considering the deficit," Harkey said.

The state has a \$35 billion structural deficit, she said, and cannot afford to add to it.

"It is not workable. Digging a huge ditch in the Central Valley that may never be completed does not make sense," she said.

She does not fault Brown, however, in his efforts to secure federal funding for the project.

"He is under a lot of pressure from the unions and the jobs it will create to support this project.

What he could do is pressure the Obama administration in giving the state more flexibility on how it can spend the stimulus money," she said.

Harkey said the state needs to "forget about the fed funds" without that flexibility.

"They said they could build a system that would not need subsidies from the state but that won't happen," Harkey said.

Locally, the councils in Belmont and Burlingame are ready to ask the state to kill the project altogether and even disband the rail authority.

The Belmont City Council is expected tonight to approve a response letter from the mayor related to the rail authority's most recent draft business plan that put the cost estimate for the project at the \$98 billion mark.

"We urge you to deny release of bond funds for the project, to cancel all funding, and to disband the authority," according to the letter written by Mayor Warden.

In Burlingame, officials want state legislators to either draft legislation to stop high-speed rail or support a state-wide ballot measure that will allow voters to stop it.

Burlingame's mayor also sits on the Peninsula Corridor Joint Powers Board, which oversees Caltrain.

"I want to see Caltrain survive but high-speed rail might kill it," Deal told the Daily Journal yesterday.

Deal said the state should end the project "now."

"Why wait another year and spend untold millions on consultants when the basic plan is flawed," Deal said.

Caltrain and the rail authority have an understanding to share the tracks once they are electrified.

Bill Silverfarb can be reached by email: silverfarb@smdailyjournal.com or by phone: (650) 344-5200 ext. 106.

Federal officials recommend full funding for BART extension to San Jose

By Gary Richards grichards@mercurynews.com

Posted: 01/09/2012 05:52:14 PM PST

Updated: 01/10/2012 09:37:22 AM PST

The deal to extend BART to the South Bay is finally clearing its last major hurdle after a six-decade struggle.

On Tuesday the U.S. Department of Transportation will recommend to Congress that more than \$900 million in federal aid be set aside for BART over the next decade -- the entire amount sought by local transportation officials for the \$2.3 billion extension from Fremont to San Jose.

"This is it," said Jack d'Annibale, communications director for Rep. Mike Honda, D-San Jose. "We're on the goal line going in."

Congress has 60 days to review the recommendation, but officials say that is a mere formality. Federal money would be parceled out over several years, with \$130 million earmarked in the budget

President Barack Obama sent to Congress for the next fiscal year.

Honda called Transportation Secretary Ray LaHood before Christmas pressing him to make the recommendation this week. Once final documents are signed, the Valley Transportation Authority can prepare to collect a one-eighth-cent sales tax beginning July 1 that will be set aside to cover the costs of running trains in the South Bay. Voters approved that tax by a two-thirds majority in 2008.

The BART line could open in 2016, or two years earlier than first projected. Work is already under way with the rebuilding of Kato Road on the Fremont-Milpitas border.

Construction will take off in the summer, when utility lines are relocated and buildings razed around future

stations in Milpitas near the Great Mall and east of Highway 101 off Berryessa.

Work on the line from Fremont to Santa Clara County has been under way and should be completed in two more years.

The Department of Transportation's recommendation culminates a remarkable turnaround for a transit project that federal officials once viewed as too expensive and said should not be funded, even though voters approved a 30-year, half-cent sales tax in 2000 for the work.

The federal government's "not recommended" rating in 2004 said the estimated \$4 billion-plus to build tracks underground through downtown San Jose and into Santa Clara was too costly, especially with no money set aside for operations and maintenance. Transportation officials wanted the line shortened and costs lowered.

At first, VTA and local officials balked at any thought of shortening the extension. But reality set in as they realized that the full line would not get federal approval. Four years ago, the VTA agreed to build only to the Berryessa area of San Jose, leaving open the option of extending tracks to Santa Clara at some point in the future.

Then, in 2008, the one-eighth-cent sales tax for operating costs won voter approval.

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The Mercury News

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The BART extension also is in line for \$760 million in state aid promised by former Gov. Gray Davis more than a decade ago. It was his pledge that kick-started the effort, as it marked the first time that money had been set aside for it.

Santa Clara County began its pursuit of BART during the Eisenhower administration, envisioning a line that would run along the Peninsula. But those hopes ended when San Mateo County decided not to join BART.

Over time, as BART expanded in the East Bay and cities such as Tracy, Livermore and Concord became home to thousands of Silicon Valley workers, attention turned to an extension through Alameda County.

For years, local politicians and congressional representatives, including Honda, Rep. Zoe Lofgren, San Jose Mayor Chuck Reed, VTA General Manager Michael Burns and Silicon Valley Leadership Group CEO Carl Guardino, have held numerous meetings with federal officials in Washington to lobby for the project.

Honda said another key moment may have come in October when Transportation Undersecretary Roy Kienitz visited the South Bay and took a walking tour of the proposed line at Honda's urging. Kienitz reported back to LaHood and Obama, and local backers became convinced that BART would gain Washington's approval.

"We got boots on the ground," Honda said, adding that transportation officials noted that the bulk of funding would be covered by the county and state. Nationwide, most transit efforts seek as much as 80 percent from Washington.

"We turned that 80 percent on its head," Honda said. "I just had the sense that we would get there. We had some problems politically, but we just kept pushing."

Contact Gary Richards at 408-920-5335.



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Soapbox: 2012 transportation challenges in Monterey County

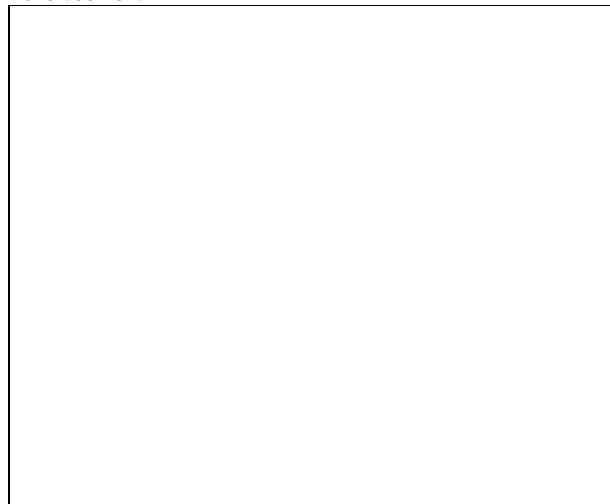
As my year as the chairwoman of the Transportation Agency for Monterey County draws to a close, I am proud of all the accomplishments that our agency has achieved during 2011. In a year that has been difficult economically, it is satisfying to know that we have had a successful transportation year that includes:

- ^a Starting construction of several new safety and congestion relief projects on Highway 101, Highway 1 and Highway 68, totaling nearly \$300 million in construction costs alone and creating thousands of good-paying jobs for our region;
- ^a Dedication of 100 percent of state "transit first" funds to pay for new bus services from Salinas to CSU Monterey Bay and to Monterey;
- ^a Completion of our countywide bicycle plan and initiation of new bikeways;
- ^a Construction of new sidewalks on three highway bridges in south county linking residents with schools and community services; and,
- ^a Purchase of the first property dedicated to the Commuter Rail extension to Salinas.

How is it that in one of the tightest funding environments ever that we have so many transportation projects underway? The key to bringing these projects to construction in 2011 was that the Transportation Agency created a strategic plan and followed that plan for many, many years. We saved our state money, lobbied for federal earmarks, secured state bond funds, persuaded Caltrans to make investments, and created a countywide developer fee program in order to fund this ambitious set of projects.

The Transportation Agency for Monterey County (TAMC) is an association of each of the 12 cities in Monterey County and all five county supervisors. We have banded together to assure that we are planning, funding and delivering the regional transportation improvements for the traveling public. Our agency has been successful because these disparate parties have reached agreement on a focused set of priorities, and has worked hard with our partners — Caltrans, the County of Monterey, the cities, Monterey-Salinas Transit, among others — on their timely

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completion.

In 2011, the Transportation Agency Board of Directors updated our strategic plan to focus on a new set of priority projects: an interchange at Highway 101 and San Juan Road at the Red Barn, improvements to and widening of Highway 156, a network of frontage roads on Highway 101 in south county, extension of commuter rail service to Salinas, new light rail linking Monterey to CSU Monterey Bay, and several new bicycle and pedestrian connections.

Constructing these projects will be even harder than in the past, because many of the funding sources we have relied on no longer exist. State money is scarce, federal earmarks no longer exist, state transportation bonds approved in 2008 are nearly expended, and there won't be developer fees until there is new development. Despite our growing population, state and federal per gallon gasoline taxes have not been increased since 1994 — when gasoline cost only \$1.11 per gallon and when cars were a lot less fuel efficient. So, our chief revenue source for transportation projects — fuel taxes — has fallen short of our transportation needs.

As we enter the new year, the Transportation Agency will have to look for creative ways to finance the transportation improvements needed to keep our economy moving. As we explore these possibilities, we need to work with everyone who travels on our roadways to understand the options and give us their input. Our transportation future — it is up

to us all. Help us keep up the good work!

^a Maria Orozco is the mayor of Gonzales and the chairwoman of the Transportation Agency for Monterey County.

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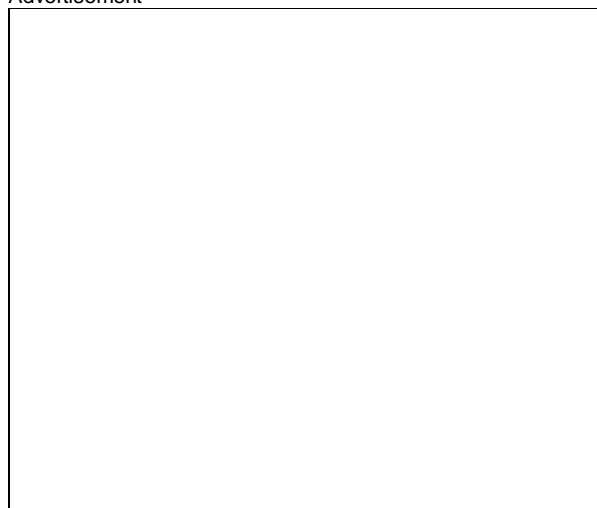
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